LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA3 | Primrose Hill to Kilburn (Camden)

Landscape report (LV-001-003)

Landscape and visual assessment

November 2013

ES 3.5.2.3.8

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1 Introduction

1.1.1 The landscape and visual appendix for the Primrose Hill to Kilburn (Camden) community forum area (CFA3) comprises:

- a summary of engagement with technical stakeholders (Part 1);
- an environmental baseline report (Part 2);
- assessment matrices (Part 3); and
- a schedule of not significant effects (Part 4).

1.1.2 Maps referred to throughout the landscape and visual appendix are contained in the Volume 5, Landscape and Visual Assessment Map Book.

Part 1 Engagement with technical stakeholders

1 Introduction

1.1.1 This Section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for CFA3.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
London Borough of Camden (LBC) August 2012	LBC responded on 18 September 2012: confirmation that overall, viewpoints proposed are acceptable with some minor adjustments to locations of proposed photomontage and additional views.	Noted that photomontage from Parliament Hill is not required as views from this location are unlikely to be significant. Additional viewpoints discussed fall within Euston – Station and Approach (CFA1).
City of Westminster (CoW) August 2012	CoW area planning teams unwilling to make specific comments at this stage.	N/A
Greater London Authority (GLA) September 2012	Initial meeting held 27 September 2012 and e-mail response was received 24 October 2012. Recommendation to follow the full assessment process described in the London View Management Framework (LVMF) Supplementary Planning Guidance (SPG) 2012[1]. Agreed which strategic viewpoints are to be included in the assessment as baseline information and verified photomontages.	The following protected panoramas from the LVMF[1] will be included in the assessment: Primrose Hill; Greenwich Park and Blackheath Point, together with annotated photography only from Parliament Hill. Primrose Hill viewpoint is reported in CFA3. Greenwich Park and Blackheath Point are reported in CFA1 and Parliament Hill in the Camden Town and HS1 Link (CFA2).
Natural England (NE) September 2012	NE responded to initial consultation on 25 September 2012. No specific comments were made relating to the study area. NE encourages local authorities to comment on viewpoints in their communities and landscapes that are important to them.	The London boroughs affected by the Proposed Scheme and the GLA have been contacted.
Primrose Hill Conservation Area Advisory Committee August 2012	Primrose Hill Conservation Area Advisory Committee meeting was held on 27 September 2012 and the Proposed Scheme was discussed. There were no comments on the proposed viewpoints or the Proposed Scheme made during the meeting.	N/A

[1] Mayor of London, (2012), *London View Management Framework Supplementary Planning Guidance*.

Part 2 Environmental baseline report

1 Introduction

1.1.1 This Section describes the baseline for landscape character areas (LCA) and visual assessment viewpoints located within the Primrose Hill to Kilburn (Camden) study area. A summary of the landscape and visual baseline is provided in Volume 2, CFA Report 3, Primrose Hill to Kilburn (Camden), Section 9. The LCA Maps LV-02-002c to LV-02-006a (Volume 5, Landscape and Visual Assessment Map Book), which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.

1.1.2 This Section is organised as follows:

- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
- information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and day time and night-time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
- future baseline conditions are also described.

2 Landscape character assessment

2.1.1 The LCA have been determined with reference to a number of published studies, at national, county and Greater London level. That of relevance to the study area described in the London Landscape Framework[2] is discussed below.

2.1.2 The Proposed Scheme study area lies in the Hampstead Ridge London's Natural Landscape Area 5[2]which summarises the character of the area as predominantly containing Victorian terraced housing surrounding the historic settlement cores, with prominent rail and road infrastructure and extensive industrial and modern residential development. Open spaces include Wormwood Scrubs, Regent's Park/Primrose Hill, Hampstead Heath and numerous cemeteries.

2.1.3 Descriptions of all the LCA identified within the study area are provided below. The LCA are shown on Maps LV-02-002c to LV-02-006a (Volume 5, Landscape and Visual Assessment Map Book). A summary description of the LCA most likely to be affected is included in Volume 2, CFA Report 3, Section 9.

2.1.4 Where LCA are located across boundaries between other CFA (i.e. CFA1 Euston – Station and Approach and CFA2 Camden Town and HS1 Link) the baseline descriptions for these LCA are reported in each CFA section in their entirety.

[2] Alan Baxter Sheils Flynn (2011), *London's Natural Signatures: The London Landscape Framework,* Natural England

Regent's Park and Primrose Hill Public Open Space LCA

This LCA falls between CFA1 and CFA3. Primrose Hill and Regent's Park are both designated as Metropolitan Open Land (MOL) and are major recreational and tourist attractions. Regent's Park is an early 19th century public park designed by John Nash and is listed as a Grade I park on the English Heritage register of parks and gardens (RPG) of special historic interest. Primrose Hill, which opened to the public in the mid-19th century, is a Grade II registered park with fine views down towards central London and the City. The open spaces consist of large areas of grassland, traversed by a network of wide footpaths, with informal groupings of mature trees. Regent's Park incorporates areas of formal planting and attractions such as London Zoo and a boating lake.

Both parks are surrounded by housing with building heights generally four storeys and above. The buildings include Regency villas (designed by Nash as part of the overall scheme for Regent's Park), Victorian terraces and late 20th century apartment blocks. Many of the properties include private or communal front gardens, which are planted with hedges and trees, which reinforce the green character of the area.

Landscape condition
Regent's Park and Primrose Hill are maintained to a high standard. The overall landscape condition is good.

Tranquillity
Although this character area is bordered by roads traffic is relatively unobtrusive given the scale of the open spaces, particularly in Regent's Park. The parks are well used. Therefore the tranquillity of this character area is considered to be medium relative to its London context.

Landscape value
The parks are well used open spaces used by local residents and tourists. Both are designated as MOL. They are an important recreational resource and contain many components such as mature trees which are not easily replaced. Regent's Park is a Grade I RPG and Primrose Hill Grade II and therefore, the area is valued at a national level.

Sensitivity
Due to good condition, medium tranquillity and national landscape value, this character area has a high sensitivity to change.

Figure 1: Regent's Park and Primrose Hill Public Open Space LCA Date taken: 8 October 2012. Nikon D3200 35mm lens

The Regent's Canal LCA

This LCA falls within CFA3 and CFA2. The Regent's Canal is part of the Grand Union Canal and runs through the entire CFA. The conservation area appraisal[3] for the Regent's Canal Conservation Area describes its character: '*The special character of the area is largely derived from the almost hidden nature of the canal. The surrounding townscape largely turns its back on the canal creating a tranquil space distinct from the business of the surrounding city. This character has in part arisen from the topography of the canal located as it is in shallow cuttings along part of its length and partly as a result of canal side development forming an effective barrier, cutting off views towards the canal.*' The canal side supports trees and shrubs which soften the hard edges formed by the retaining walls to the canal corridor. The informality of the planting complements the picturesque nature of the space. It is a continuous space but is not perceived as such because of the twisting route the canal takes. Views are limited by the bends and bridges that cross the canal but become more open at Hawley Lock where the canal is no longer in cutting and the tow path is nearer to surrounding ground levels. The retaining walls, towpath and lock sides are largely constructed in granite setts and blue engineering bricks. There are a number of attractive Victorian bridges over the canal such as the Grade II listed Hampstead Road bridge dating from 1876. The urban grain becomes less fine west of the Kentish Town Road Bridge with architect Nicholas Grimshaw's high-tech canal side terrace and Jestico and Whiles' equally contemporary housing scheme opposite.

Landscape condition
The canal, the towpath and the associated structures and buildings have been restored over the years and are generally well maintained. There are occasional incidents of litter along the towpath. The overall landscape condition is good.

Tranquillity
The surrounding areas are busy and the tow path is well used by cyclists and pedestrians but it has a secluded feel for most of its length. Hence this area has a medium tranquillity.

Landscape value
The area is designated as a conservation area and hence it is of borough landscape value.

Sensitivity
The canal corridor has many components that are not easily substituted or replaced. This, combined with the good condition, medium tranquillity and borough value of the LCA, gives it a high sensitivity to change.

Figure 2: The Regent's Canal LCA Date taken: 25 June 2012. Nikon D3200 35mm lens

[3] London Borough of Camden Council(2008) *Regent's Canal Conservation Area Appraisal and Management Strategy*

Eton and Primrose Hill Residential LCA

This predominantly residential LCA includes parts of the Eton and Primrose Hill Conservation Areas. The street trees and vegetation growing in gardens give the area a verdant quality. Housing south of Adelaide Road ranges from grand, 19th century three and four storey terraced houses to two storey artisan cottages. North of Adelaide Road, in the Eton Conservation Area, Italianate villas and terraces were built after the opening of the railway line in 1837. The pattern of development changed in the 20th century with substantial blocks of flats on Haverstock Hill and Adelaide Road. These break the otherwise regular street pattern of the older villas and terraces. The high street shops at the northern end of Regent's Park Road and the businesses in the former Primrose Hill station building on Bridge Approach contribute to activity in the streets. South of the railway corridor the Primrose Hill Conservation Area includes symmetrical Italianate villas and terraces along Regent's Park Road and Gloucester Avenue. The Regent's Park Road bridge is closed to vehicles and as a result, the area to the south feels more secluded. A red-brick wall runs along the top of the vegetated embankment (the Adelaide Local Nature Reserve (LNR)) and Chalk Farm Embankment and Adelaide Nature Reserve SBI (SBI) leading down to the wide West Coast Main Line (WCML) and London Overground rail corridor, which passes in cutting through the centre of the LCA. Adelaide Road is a busy main road, with buses and through traffic, but other streets in the area are noticeably quieter.

Landscape condition
The character area is generally well maintained; the streets are clean and most of the housing stock is in good repair. The overall landscape condition is good.

Tranquillity
Primrose Hill Road and Adelaide Road are fairly busy, but through traffic is restricted by the Regent's Park Road bridge. Trains regularly pass along the WCML and London Overground lines. The residential areas are quieter than the main roads and overall the area has a medium tranquillity.

Landscape value
This is a residential area and part of the area is designated as a conservation area. It is of borough landscape value.

Sensitivity
Due to the good condition, medium tranquillity and borough value of the character area, it has a high sensitivity to change.

Figure 3: Eton and Primrose Hill Residential LCA Date taken: 25 June 2012. Nikon D3200 35mm lens

Adelaide Road Residential LCA

This LCA includes both sides of Adelaide Road between Primrose Hill Road and Harley Road. It is an area of mainly 20th century residential development with an eclectic variety of building styles. There are three residential towers in Fellows Road with underground parking and set in a communal landscape. Between the towers are two and three storey terraces with garages on the ground floor and private gardens, built around a series of cul-de-sacs. The terraced houses are in brown brick, concrete, render and timber cladding. There are 19th and early 20th century brick built villas opposite. There is post-war housing south of Adelaide Road up to the north side of King Henry's Road, but no towers. The streets are laid out on a regular grid pattern; with private gardens and street trees which soften the otherwise densely developed urban character of the area. The density is fairly low in streets such as Conybeare where the houses, in painted brick, are only two storeys high.

Landscape condition
The character area is generally well maintained; the streets are clean and the housing stock is in good repair. The overall landscape condition is good.

Tranquillity
Adelaide Road is a busy road used by through traffic and buses. The residential areas are quieter than the main roads but overall the area has a low tranquillity.

Landscape value
The area is predominantly residential and is of local landscape value.

Sensitivity
Due to the good condition, low tranquillity and the local value of the character area, it has a medium sensitivity to change.

Figure 4: Adelaide Road Residential LCA Date taken: 25 June 2012. Nikon D3200 35mm lens

Elsworthy Road/Queen's Grove Residential LCA

This LCA includes the area between Primrose Hill Road, King Henry's Road, Primrose Hill and Queen's Terrace. Around Elsworthy Road, in the Elsworthy Road Conservation Area, there are large houses including terraced, semi-detached and detached, which were mainly built around the end of the 19th century and the beginning of the 20th century. Around Queen's Grove and Avenue Road, which are in the St John's Wood Conservation Area, there are three storey terraced houses and two storey detached villas. They range in date from the 1830s to the 1880s with some 20th century infill. Building materials around Elsworthy Road include London brick and red brick, with architectural detailing around front doors and porches and gables on some houses. Buildings range from three to five storeys often with basements and attics. Around Queen's Terrace and Avenue Road building materials include brick and stucco. The streets are wide and tree lined, front and back gardens are well planted and the landscape has the character of a leafy suburb.

Landscape condition
The character area is generally well maintained; the streets are clean and the housing stock is in good repair. The overall landscape condition is good.

Tranquillity
Elsworthy Road is used as a through route but traffic speeds are limited by speed bumps. Other streets are quieter and overall the area has a medium tranquillity.

Landscape value
This is a residential area and includes parts of two conservation areas; it is of borough landscape value.

Sensitivity
Due to the good condition, medium tranquillity and the borough landscape value of the character area, it has a high sensitivity to change.

Figure 5: Elsworthy Road/Queen's Grove Residential LCA Date taken: 12 October 2012. Nikon D3200 35mm lens

South Hampstead Station LCA

This LCA includes South Hampstead Station, the Alexandra and Ainsworth Estate and the areas on both sides of Finchley Road (A41) and Fairfax Road. It is an area of mixed land use including residential, educational, retail with busy roads, the station and the WCML and the London Overground. The LCA was largely developed in the 20th century and the grain of the urban form is consequently on a larger scale than that of surrounding LCA. The Alexandra Road Estate is a Grade II* listed building and forms part of the Alexandra Road Conservation Area. Elsewhere in the character area there is little uniformity in the architectural style, size or age of the built environment with flats of between four and 13 storeys and streets of terraced housing. There are a number of schools in the LCA; all post-war, but built at different times. The schools and blocks of flats are set in well vegetated landscapes with large trees, which contribute to the leafy quality to the character of the area. There is a small parade of shops along the south end of Fairfax Road and Fairhazel Gardens. The Finchley Road, an arterial road heading north out of London, passes through the LCA.

Landscape condition
The housing stock is well maintained in some areas and neglected in others, such as on the Alexandra Road Estate where the standard of maintenance is variable. Some streets are clean but there is litter evident in other more heavily used streets. The overall landscape condition is fair.

Tranquillity
There is busy traffic throughout the area. The residential areas are quieter than the main roads but overall the area has a low tranquillity.

Landscape value
This is a residential area and part of it is designated as a conservation area; it is of borough landscape value.

Sensitivity
Due to the fair condition, low tranquillity and borough value of the character area, it has a medium sensitivity to change.

Figure 6: South Hampstead Station LCA Date taken: 25 June 2012. Nikon D3200 35mm lens

St John's Wood Residential LCA

This LCA includes the area between Abbey Road, Springfield Road, Marlborough Hill and Marlborough Place. It lies in the St John's Wood Conservation Area. Development is largely residential, with streets set out in a grid pattern, built mainly between 1820 and 1850. The houses are detached and semi-detached villas in London brick, stone and stucco, three to four storeys high, with steps up to the front door; some have stone pediments, castellation, roof balustrades and other architectural detailing. The architectural styles include Gothic, Italianate and the occasional 'cottage ornée'.

There has been much infilling with post-war development, which mainly consists of flats. Most houses have front gardens, which are well planted, and the streets are fairly wide with London planes and other trees planted in the pavements. Abbey Road and Loudoun Road are fairly busy with buses and through traffic. Other streets are used by local traffic.

Landscape condition
The character area is well maintained; the streets are clean and the housing stock is in good repair. The overall landscape condition is good.

Tranquillity
Abbey Road and Loudoun Road are busy, but other streets are quieter. Overall, the area has a low tranquillity.

Landscape value
This is a residential area and lies in the St John's Wood Conservation Area; it is of borough landscape value.

Sensitivity
Due to the good condition, low tranquillity and borough value of the character area, it has a high sensitivity to change.

Figure 7: St John's Wood Residential LCA Date taken: 10 October 2012. Nikon D3200 35mm lens

South Hampstead Residential LCA

This LCA includes the streets between Belsize Road, West End Lane, Broadhurst Gardens and Goldhurst Terrace, the same area covered by the South Hampstead Conservation Area. It is almost wholly residential with large, semi-detached and terraced late Victorian properties in red or London brick. The roofscape typically has distinctive elements such as turrets, gables, and tall chimneys. Architectural detailing includes terracotta panels, ornamental brickwork tiled and patterned footpaths, wrought ironwork and some original stained and leaded glass in front doors.

The streets are laid out in a regular arrangement on a curving grid with well vegetated front and back gardens. There is some parking in front gardens but others have retained their low boundary walls. The narrow pavements mostly preclude street trees but the trees growing in front gardens contribute to the character of the leafy suburb.

The WCML and London Overground run along the southern boundary of the character area and the LU Jubilee Line runs along the northern boundary but the dense development of the LCA effectively limits the influence of these lines on the wider character area.

Landscape condition
The character area is generally well maintained; the streets are clean and the housing stock is in good repair. The overall landscape condition is good.

Tranquillity
Trains pass regularly along the mainline and overground railway lines but the presence of the railway lines is not apparent in most of the character area. There is little through traffic. Overall the area has a medium tranquillity.

Landscape value
This is a residential area and is designated as a conservation area; it is of borough landscape value.

Sensitivity
Due to the good condition, medium tranquillity and borough value of the character area, it has a high sensitivity to change.

Figure 8: South Hampstead Residential LCA Date taken: 12 October 2012. Nikon D3200 35mm lens

3 Visual baseline

3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Maps LV-07-002c to LV-07-006a and LV-08-002c to LV-08-006a (Volume 5, Landscape and Visual Assessment Map Book). For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, where relevant, the third part relates to the view at night-time.

3.1.2 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photograph of the view was available, therefore no photograph has been included and the assessment has been undertaken based on professional judgement.

3.1.3 The number identifies the viewpoint locations which are shown on Maps LV-07-002c to LV-07-006a and LV-08-002c to LV-08-006a (Volume 5, Landscape and Visual Assessment Map Book). In each case, the middle number (xxx.**x**.xxx) identifies the type of receptor as follows:

1. protected views - these relate to those viewpoints, panoramas and viewing corridors that have been designated by the GLA, CoW or LBC. Protected views have a high sensitivity to change;
2. residential - these receptors have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas);
3. recreational - these receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change;
4. transport - travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through urban areas (and pedestrians where the focus is not on recreation) generally have a low sensitivity to change, although in residential areas this increases to medium;
5. hotels and healthcare institutions - people staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change;
6. employment - people at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change; and
7. active sports - people engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity.

Viewpoint 003.4.009: View south from Parkway

This viewpoint is representative of the view from the street looking towards Delancey Street, the Euston throat railway lines run at a lower level underneath Parkway.

Due to lack of intervening vegetation a single photograph has been used to represent the summer and winter view.

Winter
This viewpoint (illustrated in Figure 9) shows Parkway in the foreground, with 115 Parkway, the one storey building on the bridge over the WCML beyond. Behind this building is a building currently under construction on the corner of Delancey Street and Parkway. The railway corridor is in cutting in this location and hence it is not visible but the parapet wall of the cutting can be seen in the middle of the photograph between 115 and 119 Parkway. The curved elevation of the terraced houses on Delancey Street is visible in the background of the view.

Summer
There are no intervening street trees and hence the summer view is similar to the winter view.

Figure 9: Viewpoint 003.4.009 –summer view Date taken: 22 August 2013. Nikon D3200 50mm lens (stitched panorama)

Viewpoint 005.1.001: View north-east from Fitzroy Road over the railway line towards the Roundhouse

This view is designated in the Primrose Hill Conservation Area Statement[4] and is representative of the typical view from Fitzroy Road looking north-east.

Winter
This viewpoint (illustrated in Figure 10) shows Fitzroy Road in the foreground, with the three storey 19th century terraced houses lining the street and the street trees in the middle-ground of the view. The overhead line equipment in the WCML rail corridor can be seen at the end of the street in front of the flats in Juniper Crescent. The Roundhouse is visible in the distance beyond.

Summer
The street trees provide little screening and hence the summer view (illustrated in Figure 11) is similar to the winter view. The red brick building on the left of the photograph was demolished after the summer photograph was taken.

Figure 10: Viewpoint 005.1.001 – winter view Date taken: 30 January 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 11: Viewpoint 005.1.001 – summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched photograph)

[4] London Borough of Camden Council (2001), *Conservation Area Statement 5, Primrose Hill*

Viewpoint 005.2.002: View north-east from Gloucester Avenue

This viewpoint is representative of the view from dwellings in Gloucester Avenue towards the WCML and London Overground railway corridor embankment between the WCML and London Overground railway corridor and Adelaide Road.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
The view, from four storey dwellings, is over back gardens in the foreground, with one to three storey buildings in industrial and commercial use beyond. In the middle distance is a wide railway corridor, with sidings and the WCML and London Overground tracks. Juniper Crescent and the Roundhouse are visible in the background of the view.

Summer
In summer, vegetation in back gardens filters middle ground and background views from ground level but where there is no back garden vegetation and from upstairs windows, there are clear views over the railway corridor to the opposite embankment.

Viewpoint 005.2.004: View north-east from the Regents Park Road/Gloucester Avenue junction

This viewpoint is representative of the view looking towards the former Primrose Hill Station and the Roundhouse from the residential properties at the junction of Regents Park Road, Gloucester Avenue and King Henry's Road.

Winter

The view (illustrated in Figure 12) shows the Pembroke public house and associated garden wall, a mature tree and plants in the pub garden in the foreground and the high parapet on the Regent's Park Road bridge beyond. The roof of the Roundhouse (central in the photograph) is visible over the parapet in the distance. The site of the former Primrose Hill Station is screened by the parapet from street level but will be visible from upper floors from the three and four storey properties.

Summer

The single tree in the view (illustrated in Figure 13) provides little screening and hence the summer view is similar to the winter view.

Figure 12: Viewpoint 005.2.004 – winter view Date taken: 12 October 2012. Nikon D3200 50mm lens (stitched photograph)

Figure 13: Viewpoint 005.2.004 – summer view Date taken: 25 June 2012. Nikon D3200 50mm lens (stitched photograph)

Viewpoint 005.2.005: View south-east from Bridge Approach

This viewpoint is representative of the view from the three storey houses on Bridge Approach looking towards the former Primrose Hill Station.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

Winter
The view (illustrated in Figure 14) shows the businesses in 200 Regent's Park Road, which were part of the former Primrose Hill Station, in the foreground. The parapet of the Regent's Park Road bridge is visible in the middle ground with the Pembroke public house in the background of the view. The disused platforms of the former Primrose Hill Station are screened at ground level by the station buildings and parapet of the bridge, but will be visible from upper floors of the residential properties.

Summer
In summer the view is unchanged due to the lack of vegetation in the view.

Figure 14: Viewpoint 005.2.005 – summer view Date taken: 12 October 2012. Nikon D3200 50mm lens (stitched photograph)

Viewpoint 005.2.006: View north from King Henry's Road

This viewpoint is representative of the view from dwellings in King Henry's Road towards the embankment between the WCML and London Overground railway corridor and Adelaide Road.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
The view is over back gardens in the foreground, with the wide railway corridor and wooded embankment in the middle ground. The Adelaide Medical Centre, the residential tower (Blashford) and the garage on the opposite railway embankment are partially screened from view by intervening vegetation. Rear garden vegetation and the trees and shrubs in the Adelaide LNR and Chalk Farm Embankment and Adelaide Nature Reserve SBI partially screen buildings in Adelaide Road in the background.

Summer
In summer, vegetation in back gardens and on the opposite railway embankment further screen the view north, but where there is no back garden vegetation and from upstairs windows there are clear views over the railway corridor to the opposite embankment.

Night-time
At night, the back gardens the existing railway corridor and the Adelaide LNR and Chalk Farm Embankment and Adelaide Nature Reserve SBI in the foreground are unlit but the wider urban area is well lit by street lighting and light spill from adjacent residential and commercial properties.

Viewpoint 005.2.007: View south from Adelaide Road

The view is representative of the view from dwellings in Adelaide Road towards the Chalk Farm Embankment and Adelaide Nature Reserve SBI. The photograph was taken from the junction of Adelaide Road and Eton Road due to the lack of access to private property.

Winter
The view (illustrated in Figure 15) shows the Eton Road/Adelaide Road junction in the foreground with the red brick railway boundary wall, high mesh fencing and the vegetation growing on the railway embankment beyond in the Chalk Farm Embankment and Adelaide Nature Reserve SBI. The houses on King Henry's Road and Primrose Hill Court are visible in the background through the gaps in the trees.

Summer
The view (illustrated in Figure 16) shows the railway boundary wall and the embankment vegetation in leaf, which screens the houses on King Henry's Road, Primrose Hill Court and the rail corridor in summer.

Night-time
The foreground and wider area are well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties. The railway corridor and the Chalk Farm Embankment and Adelaide Nature Reserve SBI are unlit.

Figure 15: Viewpoint 005.2.007 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 16: Viewpoint 005.2.007 – summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched photograph)

Viewpoint 005.2.008: View south from Eton Road

This viewpoint is representative of the view from dwellings in Eton Road towards the Chalk Farm Embankment and Adelaide Nature Reserve SBI. The photograph was taken from Eton Road due to the lack of access to private properties.

Winter
The view (illustrated in Figure 17) shows Eton Road in the foreground and Adelaide Road beyond. The houses on King Henry's Road and the flats of Primrose Hill Court are visible in the distance, filtered through vegetation growing on the railway embankment and in the back gardens of the dwellings on King Henry's Road. The rail corridor is currently screened by the red brick boundary wall and the vegetation growing on the railway embankment in the Adelaide LNR and the Chalk Farm Embankment and Adelaide Nature Reserve SBI.

Summer
The view (illustrated in Figure 18) shows the railway boundary wall and the embankment vegetation in leaf; these screen almost all but the roofs of the houses on King Henry's Road, Primrose Hill Court and the rail corridor in summer. The rail corridor is currently screened by the red brick boundary wall and the vegetation in leaf growing on the railway embankment in the Chalk Farm Embankment and Adelaide Nature Reserve SBI.

Night-time
The area is well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties. The railway corridor and the Chalk Farm Embankment and Adelaide Nature Reserve SBI are unlit.

Figure 17: Viewpoint 005.2.008 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 18: Viewpoint 005.2.008 – summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched photograph)

Viewpoint 005.2.009: View east from Primrose Hill Road/Adelaide Road

This viewpoint is representative of direct views from 'Blashford', an 18 floor residential tower block looking towards the Chalk Farm Embankment and Adelaide Nature Reserve SBI.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
The view from the tower block includes the Adelaide Medical Centre and the garage in the foreground with the vegetation growing in the Adelaide LNR and Chalk Farm Embankment and Adelaide Nature Reserve SBI on the WCML railway corridor embankment beyond. Residential properties in Adelaide Road and the wider urban area are visible above the trees in the background. Views from the lower floors and the play area at the base of the block are largely contained by adjacent developments and existing tree and shrub cover. There are limited views east from the Adelaide Medical Centre and the garage.

Summer
In the summer, the view from ground and lower levels is partially screened by tall vegetation growing on the railway embankment.

Night-time
The area is well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties. The railway corridor, the Adelaide LNR and Chalk Farm Embankment and Adelaide Nature Reserve SBI are unlit.

Viewpoint 005.2.010: View east from Primrose Hill Road

This viewpoint is representative of the view from dwellings in Primrose Hill Road looking east. The photograph is taken from the pavement in front of the dwellings.

Winter
The viewpoint (illustrated in Figure 19) shows Primrose Hill Road in the foreground with the parapet wall of the bridge over the railway line in the middle distance. The railway corridor is in the centre of the view in cutting and is not visible. Trees growing on the railway embankments and the dwellings on King Henry's Road are visible in the background.

Summer
In summer, the view (illustrated in Figure 20) is further screened by the trees growing on the railway embankments in leaf.

Night-time
The foreground and wider area are generally well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties. The railway corridor is unlit.

Figure 19: Viewpoint 005.2.010 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 20: Viewpoint 005.2.010 – summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched photograph)

Viewpoint 005.3.011: View north-east from Primrose Hill open space

This viewpoint is representative of the view from Primrose Hill open space looking north-west.

Winter
The viewpoint (illustrated in Figure 21) shows the paths, grass and parkland trees growing in the open space in the foreground. Flats on Primrose Hill Road are visible beyond. Ainger Road leads off Primrose Hill Road in the centre of the photograph. The site of the former Primrose Hill Station, to the right of Ainger Road in the photograph, is screened from view by intervening trees and buildings.

Summer
In summer, the view (illustrated in Figure 22) of the buildings on Primrose Hill Road and in the urban area beyond is further screened by the parkland trees in leaf.

Figure 21: Viewpoint 005.3.011 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 22: Viewpoint 005.3.011 – summer view Date taken: 31 July 2013. Nikon D3200 35mm lens (stitched photograph)

Viewpoint LVMF 4A.1: Primrose Hill: the summit – looking toward St Paul's Cathedral

This viewpoint is representative of a protected panorama from Primrose Hill open space looking towards the Houses of Parliament and St Paul's Cathedral taken from the LVMF viewpoint 4A.1[5]

Winter

Description taken from the London View Management Framework: '*The foreground and much of the middle ground of the panorama is dominated by open space, with only London Zoo introducing significant urban content. The panorama is wide* (illustrated in Figure 23), *extending into Islington in the east, and as far as the Trellick Tower, beyond Paddington, in the west. To the east, there is residential development of brick and painted stucco, pitched slate and tile roofs, complemented occasionally by church spires, blocks of flats and trees. Urban development dominates the far middle ground, beyond Regent's Park. There is little order or prevailing character amongst the groups of large commercial buildings and tall residential buildings. Continued development of this kind in the middle ground could reduce the viewer's ability to see the principal buildings in the City of London, as well as the Palace of Westminster further west. The cluster of taller buildings on the Isle of Dogs forms the background of the panorama in the east. The cluster of tall buildings in the City of London is partially obscured by towers at Euston. St Paul's Cathedral is framed by two of these towers but a third, lower tower, reduces the viewer's appreciation of the dome and drum. Further to the west the three towers of the Palace of Westminster are visible amongst the townscape elements that obscure the main building*[5].

Summer

In summer (illustrated in Figure 24) the trees growing on the park perimeter screen the buildings around the boundary of the open space, but the long views towards the City and St Paul's are unchanged.

Figure 23: Viewpoint LVMF 4A.1 – winter view Date taken: 1 April 2013. Canon 5d mk2 + Zeiss 50mm lens (stitched photograph)

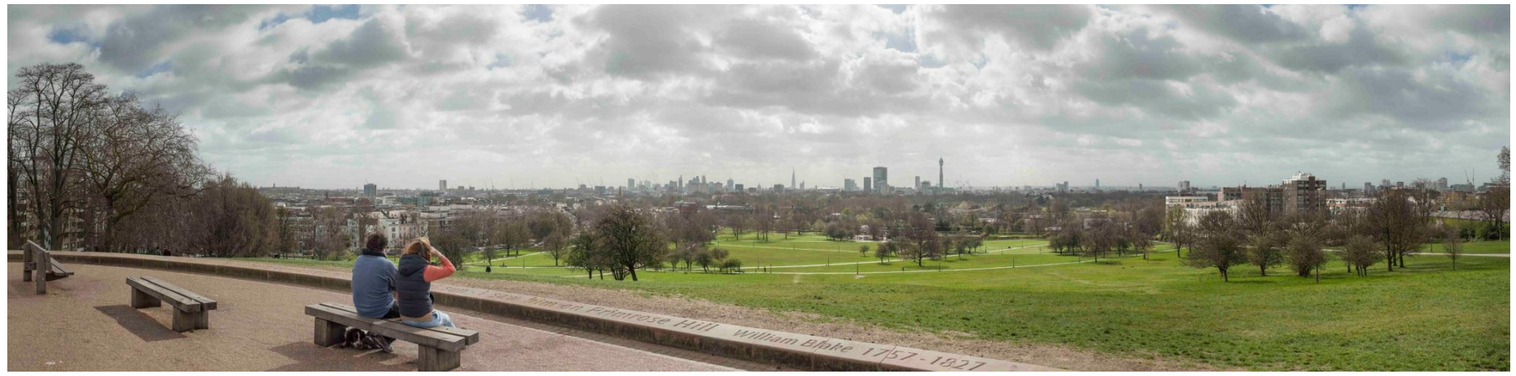

Figure 24: Viewpoint LVMF 4A.1– summer view Date taken: 2 October 2012. Canon 5d mk2 + Zeiss 50mm lens (stitched photograph)

[5] Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

Viewpoint 005.3.013: View east from Adelaide Local Nature Reserve

This viewpoint is representative of the view from the Adelaide LNR looking towards the Adelaide Road SBI.

To minimise disruption to the nature reserve, no photograph has been captured from this viewpoint.

Winter
The view from the LNR includes the grass and woodland planting on the embankment leading down to the WCML railway corridor in the foreground, with the trees and shrubs growing in the SBI beyond. The vegetation filters longer views, but the mesh fence between the LNR and SBI is visible in the middle ground of the view.

Summer
In the summer, the view from the LNR is further screened by trees and shrubs growing in the Adelaide LNR and SBI in leaf.

Viewpoint 009.4.001: View west from Alexandra Road

This viewpoint is representative of the view from Alexandra Road looking west. Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

Winter
The view (illustrated in Figure 25) shows Alexandra Road in the foreground with the red brick building housing shops, workshops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) in the middle ground of the view. This building is in the Alexandra Road Conservation Area but it was built after the Alexandra Road Estate, in a different architectural style and using different building materials. The steel roller shutters covering some shop fronts and the service yard detract from the view. The building on the right is part of a residential development under construction at the time the photograph was taken and completed in 2013. Views from the Grace Chapel (to the left of the photograph) are limited.

Summer
In summer the view is substantially unchanged due to the limited intervening vegetation in the view.

Figure 25 Viewpoint 009.4.001 –summer view Date taken: 12 October 2012. Nikon D3200 50mm lens (stitched photograph)

Viewpoint 009.2.002: View north and north-east from Alexandra Place

This viewpoint is representative of the view from dwellings in Alexandra Place and the refugee centre on Langtry Walk looking north and north-east.

Winter
The view (illustrated in Figure 26) shows the terrace and London plane trees in front of the six-storey flats on Langtry Walk in the foreground. The red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) are in the middle ground beyond. This building is in the Alexandra Road Conservation Area but it was built after the Alexandra Road Estate, in a different architectural style and using different building materials. The steel roller shutters covering some shop fronts detract from the view. The trees on the left of the photograph are growing along the Langtry Walk ramp which links the Alexandra Road Estate with Loudoun Road. The houses on Alexandra Road and the residential development under construction opposite 61 to 83 Loudon Road are just visible in the background of the view.

Summer
In summer, the view (illustrated in Figure 27) is partially screened by the line of London plane trees in full leaf.

Night-time
The foreground and wider area are well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties.

Figure 26: Viewpoint 009.2.002– winter view Date taken: 4 February 2013. Nikon D3200 50mm lens (stitched photograph)

Figure 27: Viewpoint 009.2.002 – summer view Date taken: 12 October 2012. Nikon D3200 50mm lens (stitched photograph)

Viewpoint 009.2.003: View west from Loudoun Road

This viewpoint is representative of the view from the 10 storey Southbury flats on Loudoun Road and the three storey Belmont Court flats looking north-west.

Due to no publically accessible location being available, it has not been possible to capture a photograph from the Southbury properties. The representative views from the west facing Belmont Court would be similar to Figures 28 and 29.

Winter
The view from the Southbury flats is over Belmont Court in the foreground and Loudoun Road and the London plane trees growing in Loudoun Road in the middle ground. The red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) is visible in the background. This building is in the Alexandra Road Conservation Area but it was built after the Alexandra Road Estate, in a different architectural style and using different building materials. The steel roller shutters covering some shop fronts detract from the view. In the background are the flats on Belsize Road on the north side of the WCML and London Overground railway corridor. The Belmont Court properties largely face west with limited oblique views north framed by 49-59 Loudoun Road.

Summer
The summer views are partially screened by the London plane trees in full leaf.

Night-time
The foreground and wider area are well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties.

Viewpoint 009.4.004: View north-west along Loudoun Road

This viewpoint is representative of the view from Loudoun Road looking north-west.

Winter
The view (illustrated in Figure 28) shows Loudoun Road in the foreground and the red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) building in the middle distance. This building is in the Alexandra Road Conservation Area but it was built after the Alexandra Road estate, in a different architectural style and using different building materials. The steel roller shutters covering some shop fronts detract from the view. The flats on Belsize Road are visible in the background to the north of the railway corridor. This is in cutting and therefore cannot be seen. The view is partially filtered in winter through street trees.

Summer
The view (illustrated in Figure 29) in summer is partially screened in summer by street trees.

Figure 28: Viewpoint 009.4.004 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 29: Viewpoint 009.4.004 – summer view Date taken: 17 October 2012. Nikon D3200 35mm lens (stitched photograph)

Viewpoint 010.2.001: View south-west from Hilgrove Road

This viewpoint is representative of the view from houses and flats on Hilgrove Road looking south-west.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
The view from Gillies House and the adjacent flats on Hilgrove Road includes Hilgrove Road in the foreground with trackside vegetation growing in the WCML and London Overground railway corridor visible beyond. The Loudoun Road bridge over the railway lines is visible beyond. The new development opposite 1-8 Langtry Walk partly screens the red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road from this viewpoint. This building is in the Alexandra Road Conservation Area. The views from the rear of the four storey properties at 6-24 Hilgrove Road are over gardens in the foreground then the WCML and London Overground railway corridor and associated infrastructure and South Hampstead Station.

Summer
In summer the view is further screened by trackside and garden vegetation in leaf.

Night-time
The foreground and wider area are well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties.

Viewpoint 010.4.002: View south from Fairfax Road

This Viewpoint is representative of the view from ground level along Fairfax Road looking south.

Winter
The view (illustrated in Figure 30) shows Fairfax Road in the foreground with the flats at 59-65 Belsize Road in the centre of the view beyond. The red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) is just visible between the flats and the red brick building of 22-24 Hilgrove Road on the left of the photograph. Street trees partly filter the view.

Summer
The view (illustrated in Figure 31) shows the view partly screened by the foreground street trees in leaf.

Figure 30: Viewpoint 010.4.002 – winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched photograph)

Figure 31: Viewpoint 010.4.002 – summer view Date taken: 17 October 2012. Nikon D3200 35mm lens (stitched photograph)

Viewpoint 010.2.003: View south-west from Loudoun Road

This viewpoint is representative of the view from the flats at 154 Loudoun Road looking south-west.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
Loudoun Road and the red brick building housing the shops, workshops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) are in the foreground of the view. This building is in the Alexandra Road Conservation Area, but it was built after the Alexandra Road estate in a different style and using different building materials. Its façades incorporate windows, doors and shop fronts and its roof line varies in height. The WCML and London Overground railway corridor is visible on the right of the building and the Alexandra Road estate is visible in the distance beyond the 1-8 Langtry Walk building. The appearance of the railway corridor and the service yard of 1-8 Langtry Walk and 61 to 83 Loudon Road detract from the view.

Summer
In the summer the view is largely unchanged due to the small amount of vegetation in the view.

Night-time
The foreground and wider area are well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties.

Viewpoint 010.4.005: View south from Loudoun Road/Hilgrove Road roundabout

This viewpoint is representative of the view from Loudoun Road looking south.

Due to lack of site access/changes to the Proposed Scheme/the project programme, it has not been possible to capture a summer photograph.

Winter

The view (illustrated in Figure 32) shows the Loudoun Road/Hilgrove Road roundabout and the flats at 59-65 Belsize Road (on the right of the photograph) in the foreground with the brick parapet of the railway bridge over the WCML and London Overground just visible over the worksite fencing. The sign to the entrance to South Hampstead Station is on the left, just in front of the flats under construction south of the station. The red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) is visible in the background of the view. This building is in the Alexandra Road Conservation Area, but it was built after the Alexandra Road Estate in a different style and using different building materials. Its roof line drops down in height towards the railway corridor and the appearance of the service yard to the north of the building detracts from the view. The trees along Loudoun Road are visible in the distance.

Summer

In the summer the buildings in the foreground are partly screened by the intervening vegetation.

Figure 32: Viewpoint 010.4.005 – winter view Date taken: 31 January 2013. Nikon D3200 50mm lens (stitched photograph)

Viewpoint 010.2.006: View south from Belsize Road

This viewpoint is representative of the view from the three to five storey dwellings on Belsize Road looking towards 1-8 Langtry Walk and the Alexandra Road Estate.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Winter
The tracks, retaining walls, overhead line equipment of the WCML and London Overground railway corridor, are visible in the foreground with the red brick building housing the shops and dwellings in 1-8 Langtry Walk and 61 to 83 Loudon Road (on the corner of Loudoun Road and Alexandra Place) visible beyond. This building is in the Alexandra Road Conservation Area, but it was built after the Alexandra Road estate in a different style and using different building materials. Its façades incorporate windows, doors and shop fronts and its roof line varies in height. The appearance of the railway corridor and the service yard of 1-8 Langtry Walk and 61 to 83 Loudon Road detract from the view. The Grade II listed Alexandra Road estate can be seen to the west of this building.

Summer
There is a small amount of vegetation growing along the railway corridor and some trees growing between the Alexandra Estate and 1-8 Langtry Walk and 61 to 83 Loudon Road but it has little screening effect and the summer view will be similar to the winter view.

Night-time
The foreground and railway corridor are not lit but the wider area is well lit at night through the presence of street lighting and light spill from adjacent residential and commercial properties.

Viewpoint 010.1.008: View north-east along Rowley Way

This viewpoint is representative of the view from the raised walkway of Rowley Way looking north-east. Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

Winter
The view (illustrated in Figure 33) shows the Alexandra Road estate flats and Rowley Way curving slightly to the south in the foreground. The new flats on Loudoun Road are visible in the middle distance with the high rise residential towers off Finchley Road beyond. The building at 1-8 Langtry Walk and 61 to 83 Loudon Road is screened by intervening buildings. The view is framed by the 'ziggurat' arrangement of the flats which step down to Rowley Way and the associated planting. The view is a protected view, designated in the Alexandra Road Conservation Area Statement[6].

Summer
In the summer the view is largely unchanged due to the limited amount of vegetation in the view.

Figure 33: Viewpoint 010.1.008 –summer view Date taken: 12 October 2012. Nikon D3200 50mm lens (stitched photograph)

[6] London Borough of Camden Council (2000), *Conservation Area Statement 31 Alexandra Road*

Part 3 Assessment matrices

1 Landscape assessment matrix

1.1.1 Table 2 summarises the assessment of significance for all the LCA identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this Volume.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year 1 (2026)	Operation year 15 (2041)	Operation year 60 (2086)
Regent's Park and Primrose Hill Public Open Space LCA (falls within CFA3 and CFA1)	Negligible	Negligible	Negligible	Negligible
The Regent's Canal LCA (falls within CFA3 and CFA2)	Negligible	Negligible	Negligible	Negligible
Eton and Primrose Hill Residential LCA	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse
Adelaide Road Residential LCA	Negligible	Negligible	Negligible	Negligible
Elsworthy Road/Queen's Grove Residential LCA	Negligible	Negligible	Negligible	Negligible
South Hampstead Station LCA	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse
St John's Wood Residential LCA	Negligible	Negligible	Negligible	Negligible
South Hampstead Residential LCA	Negligible	Negligible	Negligible	Negligible

2 Visual assessment matrix

2.1.1 Table 3 summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this Volume. The night-time assessment has only been undertaken for residential receptors with a view of proposed continuous lighting during either construction or operation.

Table 3: Visual assessment matrix

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
003.4.009	View south from Parkway.	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
005.1.001	View north-east from Fitzroy Road over the rail line towards the Roundhouse	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
005.2.002	View north-east from Gloucester Avenue	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
005.2.004	View north-east from Regents Park Road/Gloucester Avenue junction	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
005.2.005	View south-east from Bridge Approach	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
005.2.006	View north from King Henry's Road	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
005.2.007	View south from Adelaide Road	Major adverse	Minor adverse	Major adverse	Major adverse	No further assessment required	Moderate adverse	Moderate adverse
005.2.008	View south from Eton Road	Moderate adverse	Negligible	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Negligible
005.2.009	View east from Primrose Hill Road/Adelaide Road	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
005.2.010	View east from Primrose Hill Road	Minor adverse	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
005.3.011	View north-east from Primrose Hill open space	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
LVMF 4A.1	Primrose Hill: the summit – looking toward St Paul's Cathedral	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
005.3.013	View east from Adelaide Local Nature Reserve	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Moderate adverse	Moderate adverse
009.4.001	View west from Alexandra Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
009.2.002	View north and north-east from Alexandra Place	Major adverse	Negligible	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
009.2.003	View west from Loudoun Road	Moderate adverse	Negligible	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
009.4.004	View north-west along Loudoun Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
010.2.001	View south-west from Hilgrove Road	Minor adverse	Negligible	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
010.4.002	View south from Fairfax Road	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
010.2.003	View south-west from Loudoun Road	Moderate adverse	Negligible	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
010.4.005	View south from Loudoun Road/Hilgrove Road roundabout	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
010.2.006	View south from Belsize Road	Moderate adverse	Negligible	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
010.1.008	View north-east along Rowley Way	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible

Part 4 Schedule of not significant effects

1 Temporary effects arising during construction

1.1.1 Due to the scale of the construction activities, works will be highly visible in many locations and will have the potential to give rise to significant effects which cannot be mitigated. This is commonplace with construction of major infrastructure projects, but it should be noted that these effects are temporary in nature and relate to the peak construction phase. Effects during other phases of works are likely to be less due to smaller amount of construction equipment being required at the time and a reduced intensity of construction activity.

1.2 Landscape assessment

1.2.1 Table 4 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9.

Table 4: Schedule of not significant landscape effects during construction

Landscape character area	Description of effect
Regent's Park and Primrose Hill Public Open Space LCA(falls within CFA3 and CFA1)	Cranes associated with the works to construct the HS1-HS2 Link in the main compound at the former Primrose Hill Station and at the ventilation shaft site main compound at Adelaide Road will be apparent on the skyline which will result in the addition of new, but relatively inconspicuous features in the character area. Cranes are a common feature in the landscape of London due to the high level of development in the city. Other construction activity and transport movement generated by construction will not influence the setting of the character area due to the screening effect of the dense urban development in the LCA within CFA3. Elements that fall within CFA1 are described in Volume 5: Appendix LV-001-001. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
The Regent's Canal LCA (falls within CFA3 and CFA2)	The canal corridor is lower than the surrounding LCA and construction works associated with the works to construct the HS1-HS2 Link at the main compound at the former Primrose Hill Station and at the ventilation shaft site main compound at Adelaide Road will be almost entirely screened from the LCA by the density of the surrounding development. The works will result in no alteration to the setting of the character area. The magnitude of change will be negligible assessed against the high sensitivity of the character area will result in a negligible effect.
Adelaide Road Residential LCA	Cranes on the main compound at the vent shaft site at Adelaide Road will be apparent on the skyline which will result in the addition of new, but relatively inconspicuous features in the character area. Cranes are a common feature in the landscape of London due to the high level of development in the city. Other construction activity and transport movement generated by construction will not influence the setting of the character area due to the screening effect of the dense urban development in the LCA. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.
Elsworthy Road/Queen's Grove Residential LCA	Cranes on the main compound at the vent shaft site at Adelaide Road will be apparent on the skyline which will result in the addition of new, but relatively inconspicuous features in the character area. Cranes are a common feature in the landscape of London due to the high level of development in the city. Other construction activity and transport movement generated by construction will not influence the setting of the character area due to the screening effect of the dense urban development in the LCA. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.
St John's Wood Residential LCA	Cranes on the main compound at the vent shaft site at Alexandra Place will be apparent on the skyline which will result in the addition of new, but relatively inconspicuous features in the character area. Cranes are a common feature in the landscape of London due to the high level of development in the city. Other construction activity and transport movement generated by construction will not influence the setting of the character area due to the screening effect of the dense urban development in the LCA. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.
South Hampstead Residential LCA	Cranes on the main compound at the vent shaft site at Alexandra Place will be apparent on the skyline which will result in the addition of new, but relatively inconspicuous features in the character area. Cranes are a common feature in the landscape of London due to the high level of development in the city. Other construction activity and transport movement generated by construction will not influence the setting of the character area due to the screening effect of the dense urban development in the LCA. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.

1.3 Visual assessment

1.3.1 Table 5 summarises the assessment for all the representative viewpoints identified within the study area, where visual receptors will experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of not significant visual effects during construction

Viewpoint	Description of effect
003.4.009: View south from Parkway	Cranes and construction activity works at the Euston tunnel portal construction site will be visible from North Bridge House Preparatory School and from the footway on Parkway. These will be seen in the background of the view, above the one storey building (115 Parkway) and the four storey houses (119 – 125 Parkway) on the south side of Parkway between the viewpoint and the construction site. The magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the receptor will result in a minor adverse effect.
005.1.001: View north-east from Fitzroy Road over the railway towards the Roundhouse	Cranes and construction activity on the tunnel approach ramp and tracks, east of at the main construction site at the former Primrose Hill Station will be visible in the background of the view over the WCML railway corridor. Intervening existing development will screen much of the works. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
005.2.002: View north-east from Gloucester Avenue	Demolitions, cranes and construction activity associated with the tunnel portal at the Primrose Hill site will be visible over the wide WCML railway corridor in the background of the view. Existing intervening development will screen much of the works from ground and first floor level. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
005.2.007: View south from Adelaide Road	Significantly affected: refer to Volume 2. Lighting associated with construction at the Adelaide Road shaft site will be visible beyond the brightly lit foreground of Adelaide Road. It will therefore be seen but in the context of the existing brightly lit urban area. Low magnitude of change. Minor adverse effect.
005.2.008: View south from Eton Road	Significantly affected: refer to Volume 2. Lighting associated with construction at the Adelaide Road shaft site will be visible beyond the brightly lit foreground of Eton Road. It will therefore be seen but in the context of the existing brightly lit urban area. Negligible effect.
005.2.009: View east from Primrose Hill Road/Adelaide Road	Cranes and construction activity on the Adelaide Road shaft site will be visible from upper windows of the 19 storey residential tower over the existing railway corridor and intervening trees and buildings. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect. Lighting associated with construction at the Adelaide Road shaft site will be visible beyond the intervening buildings and in the context of the existing brightly lit wider urban area. Low magnitude of change. Minor adverse effect.
005.2.010: View east from Primrose Hill Road	Cranes and construction activity on the Adelaide Road shaft site will be visible above the parapet of the bridge and from upper floor windows in the background of the view. Existing intervening development will screen much of the works. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect. Lighting associated with construction at the Adelaide Road shaft site will be visible beyond the intervening buildings and in the context of the existing brightly lit wider urban area. Low magnitude of change. Minor adverse effect.
005.3.011: View north-east from Primrose Hill open space	Cranes on the Adelaide Road shaft and HS1-HS2 Link tunnel portal sites might be visible above the trees and intervening buildings in the Primrose Hill. If visible, they will be an inconspicuous element in the background of the view and the magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
LVMF 4A.1: Primrose Hill: the summit – looking toward St Paul's	Cranes will be inconspicuous elements visible in the background of the view and the magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect. Following the LVMF[7] guidance, cranes associated with the construction works at Euston Station will be present in the foreground of the landmark viewing corridor from Primrose Hill as defined in the LVMF. The existing tower, 1 Eversholt Street is not affected by the Proposed Scheme and will remain within the landmark viewing corridor. 1 Euston Square and Grant Thornton towers will be demolished, opening up views to the London skyline beyond. Neither building directly impinges on either the landmark viewing corridor or the wider setting consultation area; although 1 Euston Square sits immediately to the right of the wider setting consultation area. Cranes are a common feature of the London skyline and will not permanently affect the ability of the viewer to discern the dome and drum of St Paul's Cathedral. No other features will above the defined threshold level.
009.2.002: View north and north-east from Alexandra Place	Significantly affected: refer to Volume 2. Lighting associated with construction at the Alexandra Place shaft site will be screened by 10m high hoardings and seen in the context of the existing brightly lit urban area. Negligible effect.
009.2.003: View west from Loudoun Road	Significantly affected: refer to Volume 2.

[7] Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

Viewpoint	Description of effect
	Lighting associated with construction at the Alexandra Place shaft site will be screened by 10m high hoardings and seen in the context of the existing brightly lit urban area. Negligible effect.
010.2.001: View south-west from Hilgrove Road	There could be oblique views, filtered through intervening vegetation and over South Hampstead Station and the existing WCML railway corridor, of the 10m high hoardings, cranes and construction activity on the Alexandra Place vent shaft site. If they are visible, they will be in the background of the view and the magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect. Lighting associated with construction at the Alexandra Place vent shaft site will be screened by 10m high hoardings and seen in the context of the existing brightly lit urban area. Negligible effects.
010.4.002: View south from Fairfax Road	Cranes on the Alexandra Place vent shaft site will be visible above intervening trees and buildings in the background of the view. Existing, intervening development will screen much of the works. The magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the receptor will result in a minor adverse effect.
010.2.003: View south-west from Loudoun Road	Significantly affected: refer to Volume 2.
	Lighting associated with construction at the Alexandra Place shaft site will be screened by 10m high hoardings and seen in the context of the existing brightly lit urban area. Negligible effects.
010.2.006: View south from Belsize Road	Significantly affected: refer to Volume 2.
	Lighting associated with construction at the Alexandra Place vent shaft site will be screened by 10m high hoardings and seen in the context of the existing brightly lit urban area. Negligible effects.
010.1.008: View north-east along Rowley Way	Cranes on the Alexandra Place vent shaft site will be visible over the buildings of the Alexandra Road Estate in the background of the view. Existing, intervening development will screen much of the works. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.

2 Permanent effects arising during operation

2.1 Landscape assessment

2.1.1 Table 6 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting, where implemented. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9.

Table 6: Schedule of not significant landscape effects during operation

Landscape character area	Description of effect - operation year 1 (2026)	Description of effect - operation year 15 (2041)	Description of effect - operation year 60 (2086)
Regent's Park and Primrose Hill Public Open Space LCA	A small number of trees might be removed during construction and replacements, where planted, will not be mature in year 1. There will be no change to the overall setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
The Regent's Canal LCA	The canal corridor is lower than the surrounding LCA and the new railway line will be almost entirely obscured from the LCA and there will be no change to the setting of the LCA. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.	The canal corridor is lower than the surrounding LCA and the new railway line will be almost entirely obscured from the LCA and there will be no change to the setting of the LCA. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.	The canal corridor is lower than the surrounding LCA and the new railway line will be almost entirely obscured from the LCA and there will be no change to the setting of the LCA. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
Adelaide Road Residential LCA	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.
Elsworthy Road/Queen's Grove Residential LCA	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
St John's Wood Residential LCA	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
South Hampstead Residential LCA	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be no change to the setting of the character area and hence the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.

2.2 Visual assessment

2.2.1 Table 7 summarises the assessment for all the representative viewpoints identified within the study area, where visual receptors will experience not significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 3, Section 9. The view of the Proposed Scheme from viewpoint LVMF 4A.1 (illustrated in the photomontage shown in Figure LV-01-011 (Volume 2, CFA3 Map Book)) will not be significantly affected as the works at Euston station will not be discernible in the view due to the screening effect of intervening development and the distance of the works from the receptor.

2.2.2 The view of the Proposed Scheme from viewpoint 009.4.001 illustrated in the photomontage shown in Figure LV-01-017 and 010.4.005 illustrated in the photomontage shown in Figure LV-01-018 (Volume 2, CFA3 Map Book) will not be significantly affected. The vent shaft headhouse will replace an existing building currently occupying the shaft site resulting in a minor alteration to the view.

Table 7: Schedule of not significant visual effects during operation

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
003.4.009: View south from Parkway.	The Euston tunnel portal building and associated structures will not be visible due to the screening of the existing buildings on the south side of Parkway. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
005.1.001: View north-east from Fitzroy Road over the railway towards the Roundhouse	The changes to the overhead lines may be visible, but since the view already contains overhead lines they will be inconspicuous in the context of the existing WCML railway corridor. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed in the rail corridor and hence effects will remain unchanged in year 15 The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed in the rail corridor and hence effects will remain unchanged in year 60. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
005.2.002: View north-east from Gloucester Avenue	The HS1-HS2 Link tunnel portal building will be a large low building but neither it, nor the tunnel approach ramp will be incongruous in the context of the of the existing railway corridor. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no screen planting in the view and hence effects will remain unchanged in year 15 The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no screen planting in the rail corridor and hence effects will remain unchanged in year 60. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
005.2.004: View north-east from Regents Park Road/Gloucester Avenue junction	The HS1-HS2 Link tunnel portal building will be visible from upper floor windows but it will not be incongruous in the context of the existing railway corridor. The parapet of the Regent's Park Road bridge will screen the building from ground level and it will not appear in the view with the Grade II listed Roundhouse. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little screening vegetation in the view and hence the summer view will be the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the rail corridor and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the rail corridor and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
005.2.005: View south-east from Bridge Approach	The HS1-HS2 Link tunnel portal building will be visible from upper floor windows but it will not look incongruous in the context of the existing railway corridor. The parapet of the Regent's Park Road bridge and the new parapet wall which will replace 200 Regent's Park Road will screen the building from ground level views. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
005.2.008: View south from Eton Road	The Adelaide Road vent shaft building will be visible from upper floor windows and the loss of vegetation on the embankment will open up views of the WCML railway corridor and houses in King Henry's Road. These views will be oblique and narrow. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	Approximately half of the embankment at the shaft site will be replanted and by year 15 of operation, planting will have established sufficiently to partly restore the screening of the railway corridor and housing in King Henry's Road. Effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	Approximately half of the embankment at the shaft site will be replanted and by year 60 of operation, planting will have established sufficiently to more fully restore the screening of the railway corridor and housing in King Henry's Road. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
005.2.009: View east from Primrose Hill Road/Adelaide Road	Intervening vegetation and development (the Adelaide Medical Centre and the garage) in the foreground will screen views of the Adelaide Road vent shaft building from lower floors in the residential tower block, but it will be visible from upper floors over the intervening vegetation and development in the background of the view. The building will be a new feature in the view but one that will not appear incongruous in the context of the railway corridor and the adjacent development (the medical centre and the garage) in the foreground of the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	Intervening vegetation and development (the medical centre and the garage) will screen the Adelaide Road vent shaft building from lower floors in the residential tower block, but it will be visible from upper floors over the intervening vegetation and development in the background of the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting is proposed between the vent shaft site and the viewpoint and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting is proposed between the vent shaft site and the viewpoint and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
005.2.010: View east from Primrose Hill Road	The Adelaide Road vent shaft building will not be visible due to the screening effect of intervening development and vegetation in the WCML railway corridor. No further assessment required	No further assessment required	No further assessment required	No further assessment required
005.3.011: View north-east from Primrose Hill open space	Neither the Primrose Hill tunnel portal nor the Adelaide Road vent shaft buildings will be visible due to the screening effect of intervening development and vegetation. No further assessment required.	No further assessment required	No further assessment required	No further assessment required
LVMF 4A.1: Primrose Hill: the summit – looking toward St Paul's (illustrated in photomontage Figure LV-01-011 (Volume 2, CFA3 Map Book)	The works at Euston Station will not be discernible in the view due to the screening effect of intervening development and the distance of the works from the receptor (2km). No further assessment required. Following the guidance in the LVMF, the maximum building height envelope of +60.00m falls below the threshold of the landmark viewing corridor from Primrose Hill as defined in the LVMF[8] 2012. The existing tower block at 1 Eversholt Street is not affected by the Proposed Scheme and will remain within the landmark viewing corridor. Two further tower blocks, 1 Euston Square and Grant Thornton, will be removed and allow views to the London skyline beyond. Neither building directly impinges on either the landmark viewing corridor or the wider setting consultation area; although 1 Euston Square sits immediately to the right wider setting consultation area. A verifiable photomontage has been prepared shown in Figure LV-01-011 (Volume 2, CFA3 Map Book).	No further assessment required	No further assessment required	No further assessment required

[8] Mayor of London, (2012), *London View Management Framework Supplementary Planning Guidance*.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
009.4.001: View west from Alexandra Road (illustrated in photomontage Figure LV-01-017 (Volume 2, CFA3 Map Book)	There will be clear but narrow views of the Alexandra Place vent shaft building in the middle ground of the view. The building will have a greater mass than the current building on the site and will occupy a similar footprint but it will be lower than the new building on the right of the view 154 Loudoun Road. It will have largely blank façades, broken up by ventilation louvres and doors. As it will replace an existing four storey building it will not be a new feature, but its larger scale will result in an alteration to one of the characteristics of the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
009.2.003: View west from Loudoun Road	The Alexandra Place vent shaft building will be visible in oblique middle ground views, filtered through trees. As it will replace an existing four storey building it will not be a new feature but its larger scale and blank façades will result in an alteration to one of the characteristics of the view. The railway corridor and the appearance of the existing building when viewed from this direction already detract from the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	The shaft building will be further screened from view by intervening trees in leaf. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
009.4.004: View north-west along Loudoun Road	The Alexandra Place vent shaft building will be visible in oblique middle ground views, filtered through trees. As it will replace an existing four storey building it will not be a new feature but its larger scale will result in an alteration to one of the characteristics of the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	The Alexandra Place vent shaft building will be further screened from view by intervening trees in leaf. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
010.2.001: View south-west from Hilgrove Road	The Alexandra Place vent shaft building will not be visible from the majority of properties. However, views from the upper floors may be possible from properties closest to Loudoun Road. As it will replace an existing four storey building it will not be a new feature but its larger scale will result in an alteration to one of the characteristics of the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	The vent shaft building will be further screened from view by intervening trees in leaf. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
010.4.002: View south from Fairfax Road	The Alexandra Place vent shaft building will be visible but only occupying a small proportion of the background of the view. There will be no perceptible deterioration in view. The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in negligible effects.	The vent shaft building will be further screened from view by intervening trees in leaf. Negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. Negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. Negligible effects.
010.4.005: View south from Loudoun Road/ Hilgrove Road roundabout (illustrated in photomontage Figure LV-01-018 (Volume 2, CFA3 Map Book)	The Alexandra Place vent shaft building will be visible but only occupying a small proportion of the background of the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	The vent shaft building will be further screened from view by intervening trees in leaf. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
010.2.006: View south from Belsize Road	The Alexandra Place vent shaft building vent shaft will be visible in the middle ground of the view over the existing WCML railway lines. The building will have a greater mass than the current building on the site. It will replace an existing four storey building; hence it will not be a new feature but its larger scale will result in an alteration to one of the characteristics of in the view. It will have largely blank facades, broken up by ventilation louvres and doors but the railway corridor and the appearance of the existing building when viewed from this direction already detract from the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no screen planting in the view and hence the summer view will be the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
010.1.008: View north-east along Rowley Way	A small part of the Alexandra Place vent shaft building vent shaft will be visible in the background of the view above the intervening buildings of the Alexandra Road Estate. It will be an inconspicuous element in the view. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is little screen planting in the view and hence the summer view will be the same as the winter view. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.

Part 5 References

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